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SECURITY INFORMATION  
CENTRAL INTELLIGENCE AGENCY REPORT

INTELLIGENCE 29

# INFORMATION REPORT

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COUNTRY Rumania

DATE DISTR. 13 November 1952

SUBJECT Giurgiu-Ruse Bridge and Bucharest Canal

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PLACE  
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(LISTED BELOW)

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Attached is a document concerning  
the Giurgiu-Ruse bridge and the Bucharest canal.

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a) Bridges

Preparatory work is in progress for the construction of a bridge (not tunnel) on the DANUBE, which will connect the city mentioned in the margin with the city of RUSE, in Bulgarian territory.

The GIURGIU entrance to the bridge will be located in the vicinity of a sugar factory.

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The above is hearsay information.

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b) Watercourses- Newly built water canal

BUCHAREST

Constructed to furnish water to the Capital's manufactories.

Layout

Opens from the ARGES River in the commune of MIHAI BRAVU,

located about 6 kilometers south of BOLINTINU din Vale

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follows a NW-SE trajectory, and ends in the DUMBOVITA River in the area north of ROSU.

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Length

- About 25 kilometers.

The water flows because of the natural slope of the canal, and in the vicinity of ROSU it has a difference in level of 18 to 20 meters. At this point it is planned to build a hydroelectric power plant.

Technical data

The canal is trapezoidal in cross-section. The length of the two bases [width at bottom and top] is 1.50 meters and 5 meters, respectively; its depth is 2 meters.

The facing is in concrete, 20 centimeters in thickness.

The marginal banks were built up with the excavated dirt.

Along the canal the following works have been constructed:

- 6 reinforced-concrete bridges, 6 meters in length.
- 14 wooden bridges for farm traffic, but with a capacity of up to 30 quintals.

The canal passes under the SBARU River and another river

by means of an underground canal.

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[redacted]  
The canal was completed [redacted] by the SOVROM CONSTRUCTIA -  
INTRAPRINDERE No. 1

The UCB (Uzina Comunale Bucurest, Bucharest Communal Works) began  
the digging of the canal in 1940, and during the war the German  
HUMPEL company continued the work.

After the war the work was resumed by Enterprise 14 of the Ru-  
manian Ministry of Constructions, and then completed by the